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Hongkong

ESTABLISHED

Press

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FOR 1906.

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No. 15,202. 號二零百二千五萬一第 日九十月一十年二十三緒光 HONGKONG, THURSDAY

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Hongkong, 15th November, 1905. [a17]

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Hongkong, 18th December, 1905. [2297]

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Hongkong, 8th August, 1905. 2264

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11.00 a.m. to 1.00 p.m. ... Every 10 minutes.
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.
5.00 p.m. to 8.00 p.m. ... Every 15 minutes.
8.00 p.m. to 7.00 p.m. ... Every 15 minutes.
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Hongkong, 27th August, 1906. [1824]

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[2218]

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Hongkong, 17th December, 1906. [a33]

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BOMBAY.
Hongkong, 6th April, 1904. [793-2]

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Hongkong, 31st December, 1906. [2366]

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TERMS VERY MODERATE.
Consultation Free.
Hongkong, 21st September, 1905 1759

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From the University of Pennsylvania, U.S.A.
Hongkong, 4th September 1905 1674

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DODWELL & CO., LD. Agents.
[a1348-3]

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183 Bedrooms
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Electrically Lighted Electric Fans (if required).
Electric Passenger Elevator to each door.
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Hongkong, 24th July, 1905. [a45]

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NEW KINGSCLORE will be Opened as a PRIVATE HOTEL on December 1st. Plans of the above House together with all Particulars can be seen any day between 2 P.M. and 7 P.M. on and after the 22nd instant.
Apply—Mrs. G. SACHSE, St. George's House.
Hongkong, 15th October, 1905. [1917]

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SHAM-HEEN-CANTON.
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Comfortable accommodation for travellers paying a visit to the historical and picturesque colony of Macao.
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For Terms, apply
[a2201] THE MANAGER.

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FROM 1st JANUARY, 1864 TO 31st DECEMBER, 1913, BEING FROM THE 1st YEAR OF THE 70th CYCLE TO THE 50th YEAR OF THE 70th CYCLE, THAT IS THE 30th YEAR OF TUNG CHI TO THE 30th YEAR OF KWANG HUI.
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Hongkong, 3rd October, 1906. 1841

INTIMATION.



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(IN PINTS AND SPLITS.)

AND

ROBERT PORTER & CO.'S

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(IN QUARTS, PINTS AND SPLITS.)

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WINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

Hongkong, 13th December, 1906. [30]

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No anonymous signatures—communications that have already appeared in other papers will be inserted. (Notice for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication.) After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: PANGLOSS, Cable: A.S.W. 11th, 24, 1907.

P.O. Box, 58. Telephone No. 12

BIRTHS.

On December 27th, at Shanghai, to RUTH, wife of Rufus Stuart Adams, a daughter.

On December 27th, at Shanghai, the wife of FELICE PALAZZI, of a daughter.

On January 1st, at St. John's Cathedral, by the Rev. Archdeacon Banister, W. S. Bailey to MIRIAM I. BANISTER. [142]

On December 1st, at Shanghai, HENRY MIDDLETON, to GEORGINA BEATRICE HAMILTON.

On December 22nd, at Shanghai, OLGA DAVEY, second daughter of Capt. William Smith, K.I.M., to ARTHUR CHARLES BLENKINSOP, K.I.M. Customs, Hongkong.

On December 27th, at Shanghai, WILLIAM DUFF SMITH, to ANNETTE SIMS WILSON.

HONGKONG OFFICE: 10A, DES VRAUX ROAD CL
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JANUARY 3rd, 1907

There are two conditions in one of which a people usually has to be before it makes trouble for those set in authority over it. It may "wax fat and kick", as history tells us, under similar conditions to those mentioned in the article specially written for to-day's *Daily Press*; or it may be reduced to such a state of desperate resentment that rebellion appears to be its only chance of remedy. Just where the lines are to be drawn is not at once apparent, even if many historic examples be reviewed. If the subject be surveyed with an eye unclouded by passion, the conclusion suggests itself that a people may be treated well and yet easily be treated too well; that it may be ill-treated to a certain extent with impunity, if not with advantage, and yet that it is difficult to define when or where the strain will find its point of breakage. A too prosperous people will vigorously resent a small matter, an almost imaginary oppression; a people downtrodden or otherwise afflicted will exhibit remarkable patience and endurance far beyond what should humanly be expected. War, Tyranny and its rebellion was probably an instance of

long-suffering giving way under a crowning insult; the poll tax itself was a mild detail among the many insolences of an era of impudent overlordship. The "Great Rebellion" of the seventeenth century, excusable though it was, may be cited as an instance of the sort that happen, to put it colloquially, on a full stomach. In China the precedents do not so readily afford data for analysis, and it is precisely in China where such analysis has lately been offering most fascination for the student. The recently suppressed insurrection in the Yangtze valley was locally spoken of as a rebellion, and the statements as to the number of the "rebels", if anywhere near the true figures, could be said to warrant the description. At present, however, we have not been provided with any authoritative explanation of its antecedent causes and until trustworthy information on this point be forthcoming, we feel shy of labelling the incident in any way. Weak as we have been regarding the central government at Peking, weak as it undoubtedly is, it evidently still possesses some potency; and the rebellion, or revolution, or widespread insurrection, is for the moment of no more importance. There has been talk of an anti-dynastic party, but barring a barely possible connection with the actual

bomb, and some newspapers characterized by a like explosiveness and brevity of existence, it has not seemed to demand serious notice. There is, it is safe to say, in China at present no really organized movement of the kind, no coherent design, no capable leader interested; and though the germ of a potential uprising is in a state of culture, we do not think that China is nearly ready for anything worthy to be called rebellion. The last affair was in all probability an enlarged specimen of the chronic and sporadic outbreaks of out-lawry to which China is peculiarly liable, and its explanation may fairly be sought in the widespread famine and deprivation which we have unfortunately to place on record.

The *Foochow Echo* says that Santa is "the coming Port for export and import."

The English Mail of the 1st December was delivered in London on the 29th inst.

During the last week of last year the only cases of communicable disease reported were two of enteric fever, both English.

At 6 a.m. on Tuesday morning, work was commenced in the Junk Bay Flour Mills of which Mr. A. H. Bennie is the manager. The New Year is thus marked by the opening of a new industry in the Colony which promises to be a flourishing one.

Another phase has turned up in the Panama Canal work. The United States Government has issued a statement forbidding all foreign contractors from bidding on the contracts to work on the Canal. This action has been taken after serious consideration, as it was at first believed that by admitting foreign contractors the work would be rushed along quicker, but the strong objections made by the large American contractors and the United States Federation of Labour have been listened to by the Government.

By kind permission of Lieut.-Col. Price, D.S.O., and Officers, the band of the 129th Duke of Connaught's Own Baluchis will play the following programme of music, at the King Edward Hotel, during dinner, on Thursday, the 3rd January, 1907 (weather permitting):—

March..... "The Victoria Cross"..... Howing
Overture..... "Yelva"..... Reisinger
Valzer..... "The Chrysanthemum"..... Philip
Selection..... "H.M.S. Endeavour"..... Sir Ivan
Serenade..... "Love in Idleness"..... Macbeth
Two Steps..... "Mr. Hicks of New York"..... Raymond
Rem. of Offenbach..... "The Alabama Minstrel"..... Knowles
Sketch..... "The Alabama Minstrel"..... Knowles

Peking messages state that there is a strong movement there against the practice of cutting off the queues which has been almost universal since 1900 amongst young men going abroad to study. Several Censors have lately denounced the practice to the Throne, and call for such drastic measures as the severest punishment of the youths who have been guilty of cutting off their queues abroad as well as in China. The matter, it is stated, has been referred to the Council of State to report on.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge, with thanks, the following donations to the funds of the Hospitals:—

"Tea Shop" Guild (already sent, \$48.50)
Total..... \$57.50
Fresh Fish Guild..... 30
Tobacco Dealers' Guild..... 30
Fairall & Co..... 25
Robinson Piano Co..... 10
Moulin & Co..... 10
H. T. Richardson..... 5
W. Barker..... 5

The Commissioner of the Imperial Maritime Customs at Shanghai has ascribed and is satisfied that steamers are in the habit of smuggling opium, firearms, and even formidable bombs into China, passing same through the Customs by means of fraudulent declarations. The 'Taotai' has been requested to write to the Chinese Minister at Tokyo, requesting him to exercise great care in issuing passes to returned students, travellers, etc., and that an accurate record be made of their baggage and other private belongings.—*Eastern Times*.

St. John's Cathedral on New Year's day, the Venerable Archdeacon Banister officiating. Mr. W. S. Bailey (of Messrs. W. S. Bailey and Co.) was married to Miss Miriam Banister. The bride who was dressed in a gown of cream satin adorned with lace was given away by Mr. E. O. Murphy, while Mr. A. H. Howell acted as best man. The bridesmaids, both charmingly dressed, were Misses Gladys Hume and Katherine Murphy. After the ceremony followed a reception at the Hongkong Hotel, and then the happy couple left for Alassa.

By the N.D.L.S. *Prinz Eitel Friedrich* (three left Shanghai on December 28th) Major Nerazzini, for five years Italian Consul General at Shanghai, and now about to take up the more responsible and difficult appointment of Italian Minister at Tunis. The Major will be much missed in Shanghai, where his never-failing geniality is as well-known as his diplomatic acumen. Major Nerazzini is not altogether new to North African politics as he played a prominent part in the expedition against King Mawlek in 1895-6. Mr. Achille Riva has taken over the duties of Acting Consul-General in Shanghai.

A system has been arranged by S'cowai, to enable vessels and light-stations to repeat Storm Warnings made to them; by means of symbols or flags, with a view to spreading information concerning Warnings as widely and rapidly as possible, and will be called Storm Signal Repeating Code. As the signals made by light-stations will for the present entirely depend on the Storm Warnings made them by passing vessels, the co-operation of all those commanding vessels is invited in this useful work of passing on the latest Storm Warning, as indicated in the Storm Warning Repeating Code, which comes into force as soon after the 1st May next as circumstances permit.

According to the regulations of the Civil Administration, the land at Dalry is allotted to people under lease not purchase, and the fee is divided into classes, from two and half to ten cents per six square feet per month. There are 6,700 Japanese, 4,300 Chinese, 4 Britishers, one German and one American registered. Most of the building materials are imported from Japan, the price of the Japanese fire bricks is from \$30 to \$120 per 10,000 pieces, while the native made bricks cost \$30 only. The wages for the Japanese workmen are \$1.50 per day, but the natives get from 35 to 75 cents. Water works and gas works will not be fitted up for some time. The Japanese are busy with the erection of shops and buildings of roads. There are in the port many hotels, in all about a hundred, and a similar number of drinking saloons. Small traders are noticeable in the market; business is at present transacted between the Japanese only.

FIRES.

Two fires took place on the Kowloon side early yesterday morning. About three o'clock the Fire Brigade was summoned to a co-operation between Kowloon city and Huihung, and on arrival there found the structure enveloped in flames and burning furiously. No water could be obtained and the firemen were unable to do anything to extinguish the fire. The origin of the outbreak is not known. Several thousand dollars' worth of timber was destroyed.

Before the brigade had left this fire a call was received from the village of Ho Man Tia near Yau-mat. Proceeding there, it was discovered that one of the huts was in flames; but, as the same difficulty existed here with regard to water, the firemen were powerless to prevent the fire spreading to the other huts, a strong breeze fanning the flames. A number were destroyed, but eventually water was obtained and further damage prevented. The loss is estimated at \$500.

HONGKONG ODD VOLUMES SOCIETY.

There is not very much of moment in the annual report of this society, received yesterday. We may quote, perhaps, the justifiable little trumpet blast contained in the following remark:

"The recent Arts and Crafts' Exhibition was originally started under the auspices of this Society." The duties of the honorary treasurer, Mr. W. H. Parcell, appear as light as those of Mr. H. E. Pollock, the honorary secretary. He shows a balance in hand of \$395.

LATEST STEAMER MOVEMENTS.

The M.M. str. *Oceanic*, with the next French mail, left Singapore on Monday, the 31st Dec, at 4 p.m., for this port via Saigon.

The P.M. str. *China* will sail from Yokohama for this port on the 3rd inst., and will therefore be due to arrive at Hongkong on the 12th inst.

The C.P.R. str. *Tartar* arrived at Shanghai at 10.30 a.m. on Monday, the 31st Dec, left again at 8 p.m., same day, for Hongkong, and is due here at noon on Thursday, the 3rd inst.

The H.A.L. str. *Andalusia* left Shanghai on the 1st inst., at 6 a.m., and may be expected here on the 4th inst.

The str. *Japan*, from Calcutta, left Singapore on the 1st inst., at noon, and may be expected here on or about the 7th inst.

The Japanese str. *Kashima Maru* left Major on the 2nd inst. for this port, and is due here on or about the 7th inst.

TELEGRAMS.

("DAILY PRESS" EXCLUSIVE SERVICE.)

PERSIAN CONSTITUTION ACCEPTED.

LONDON, January 2nd.

The new Persian constitution, as revised, has been accepted.

ROCKEFELLER'S MUNIFICENCE.

LONDON, January 2nd.

Mr. John D. Rockefeller, the American plutocrat who had already given over sixteen million dollars (gold) to Chicago University, has just enriched that institution with a further donation of £600,000, making his total benefactions thereto total over four millions sterling.

REUTERS' SERVICE.

THE INCLEMENT WEATHER.

LONDON, December 30th.

The snowstorms have broken all the land lines throughout England, and trains are conveying cables to the parts.

A terrific blizzard occurred on the Scottish border, and there is practically no railway communication either northwards or southwards. Many deaths in the snow are reported.

MIDCHINA FAMINE RELIEF.

CO-OPERATION OF SHIPPING COMPANIES.

The Relief Committee is in receipt of the following letter from the China Merchants S. N. Co., China Navigation Co. Ltd., Jardine Matheson & Co., Agents: Indu-China S. N. Co., Ltd.:

"We are in receipt of your letter of the 4th inst. in which you ask us to give free carriage for food and other supplies which may be sent by your Committee to Chinkiang for conveyance to the Famine Districts, also a few free passages for representatives of the Committee who may be proceeding up river on Famine Relief business. In reply we beg to inform you that we shall be pleased to accede to your request on the following conditions, viz:—

"That you will pay the sum of 2 candelars per picul on all Food Stuffs shipped, to cover expenses for handling the cargo.

"That we shall not be expected to carry more than our share of the total quantity to go forward, which must be divided proportionately amongst all other river steamers trading on the Yangtsi.

"That cargo shall only be shipped by our vessels which have space available for it.

"That the cargo will be sent alongside the steamers by the shippers at Shanghai and will be taken delivery of from alongside the steamer by the consignees at Chinkiang without delay, and expenses incurred through detention to be paid for by your Committee.

"That passengers who are provided with free passages shall pay the usual rates for messing on board the steamers.

Messrs. Rascoe, Aokman & Co., Agents for the French Line of Yangtsi steamers, have also written agreeing to take the same notice as the other steamers.

FEDERAL AND STATE GOVERNMENT.

Part of President Roosevelt's "message," referring to the anomaly already treated in our editorial column, read as follows:—

"I recommend to the Congress that an act be passed specifically providing that the government intend to become meritorious citizens. One of the great embarrassments attending the performance of our international obligations is the fact that the Statutes of the United States are entirely inadequate. They fail to give to the National Government sufficiently ample power, through United States courts and by the use of the Army and Navy, to protect alien in the rights secured to them under solemn treaties which are the law of the land. I therefore earnestly recommend that the original and civil statutes of the United States be so amended and added to as to enable the President to enforce the rights of alien under treaties. Even as the law now is something can be done by the Federal Government toward this end, and in the matter now before me affording the Japanese, everything that it is in my power to do will be done, and all of the forces, military and civil, of the United States which may lawfully employ will be so employed. There is no power to make a nation of denials as to the power of the National Government completely to perform and enforce its own obligations to other nations. The mob of a single city may at any time perform acts of lawless violence against some class of foreigners which would plunge us into war. That city by itself would be powerless to make defense against the foreign power thus assaulted; and if independent of this Government it would never venture to perform or permit the performance of the acts completed. The entire power and the whole duty to protect the offending community is in the hand of the United States Government. It is unthinkable that we should continue a policy under which a given locality may be allowed to commit a crime against a friendly nation, and the United States Government limited, not to prevent the commission of the crime, but in the last resort, to defending the people who have committed it against the consequences of their own wrongdoing.

Men fall in life because they do not bend every effort toward success. Opportunity only comes to every man, and if he does not take the window, crawls under the crack at the door, seizes a hold of a young man, shoots in his ear, and tries by every possible means to compel the young man to listen. But let a young man sleep on the shelf, let him shrink or neglect his work, do it in a careless, an indifferent kind of way, and that young man is doomed to bitterness, sorrow and anguish of heart in the days that shall come.

BENEFICIAL EFFECTS OF SILVER MONEY IN THE PAST.

MR. CONSUL NICKERSON'S NOTES CONTINUED.

The Renaissance of the Northern States of Europe occurred in the sixteenth century, and was caused mainly by the enormous quantities of the precious metals which came from America, North and South, to revive the civilization of the old world.

"The plunder of America, the costs of India, Japan and the Islands, and the vast produce of Brazil first went into the hands of the few persons—the kings of Spain and Portugal, their court favorites, the commanders, adelantados, and viceroys whom they sent to prey upon the newly found world, and to the Church. There was no general diffusion of this wealth; the people got but little of it; the leaves which were soon to impart a ferment to all Europe had indeed been found, but it had not yet been disseminated. It was this dissemination that occasioned the Renaissance of Northern Europe. Spain had plundered America, and had mainly enriched her nobles; Europe was now to plunder the Spaniards and mainly enrich the people." All Europe "scouted the prey," and proceeded by privateering and robbery, by piracies, and by openly declared wars to ravage the Spanish and Portuguese settlements in the New World, and to appropriate the treasure coming to Spain and Portugal on the plate ships and treasure fleets. Spain forbids our entering into details, but suffices it to say, for example, that the very first spoils obtained by Cortes in Mexico, consisting of 88,000 pieces in gold bars and the unfortunate Montezuma's regalia were captured by a French corsair in 1532, while Drake brought home to England in 1581 sufficient plunder to exempt that kingdom from taxes for seven years. Privateering and piracy, however, were not the only means by which the plunder of America was diffused throughout Europe. The wars which harassed Spain should not be forgotten, and many of them, in spite of their ostensible reasons, had their real cause in the absorbing desire to wrest from Spain her American plunder. Yet through these means, however wrongful, mankind finally obtained a permanent benefit, since they diffused throughout nearly all Europe the money coined from the metallic products of America. The consequence of this diffusion of money was a great rise of prices which happened in Northern Europe, between 1570 and 1640 in all the thirty channels of commerce and travel. Local and partial rises of prices had been caused by temporary reasons before, but this rise of prices was universal; it included land and services as well as commodities. Its cause was the increase of money. Adam Smith concluded that during these years the general level of prices in England rose about five times; and a similar rise occurred in Spain, France and Holland. Had prices risen simultaneously and evenly, a rise of prices could have had little interest for the great mass of mankind. But such is not the order of nature. The procession of prices during the period under review was first in food; second in clothing; third in labour; and fourth in land and rents. Agricultural products and merchandise bore a much smaller proportion at that period to the wealth of nations than at present; hence the principal force of this rise of prices showed itself in the increased value of labour and the improved condition of the commercial and industrial classes. It was therefore chiefly labour which was beneficially affected by the diffusion of the American spoil. This led to happy results. Notwithstanding the conservative effect of the fact that portions of the industrial classes had to pay their rents in corn or other produce, and were thus deprived of the general advantage of the rise of prices, the purchasing power of labour over rents and land rose so rapidly that a very considerable part of the lands of Northern Europe passed at this time into the hands of classes who rendered the productive—classes who never, since the conquest of Europe by the Romans, had enjoyed an opportunity so to do. The signs of the awakening, the Renaissance in Northern Europe in the industrial arts, in learning, science, and the improved condition of the people, became everywhere manifest. The world saw an era of great designs and enterprises. The Arabians in the ninth century and the Venetians in the twelfth had offered opportunity to mankind, in their countries. It was now offered to all the nations of Northern Europe. "Land in the colonies was placed within reach of a peasantry who had never before seen it freed from the taint and burden of serfdom; commercial companies were formed to establish factories and promote trade and mining in America, Africa, the East Indies, and the distant islands of the sea; canals, warehouses, and the improvement of rivers and harbours were energetically carried on in France, Holland and England, and even the idea of cutting a ship canal through the Isthmus of Panama was seriously entertained." The protest against the old order of things—against feudal governments—against prerogatives, privileges and monopolies was everywhere heard. The population of all Europe was in a ferment, and the suddenness and rapidity with which the reformed religion was adopted in Northern Europe was one of the results of the effect of the great rise of prices. The poverty, ignorance and vassalage in which Europe had been steeped for fifteen centuries was suddenly ameliorated, and it is not too much to say that the rise of prices was the signal for the emancipation of mankind throughout Northern Europe. To use a modern vulgarism, the proletariat was "full of corn." The commerce of Northern Europe, previously a coasting trade in small vessels, quickly grew to great proportions. A few centuries before the entire maritime trade of Europe had been almost entirely in the hands of Italy and Spain; but now two-thirds of it

was in the stronger hands of Northern Europeans. With this development of commerce there appeared those inventions which facilitate it. The postal system, established in Venice as early as the twelfth century, was extended through Northern Europe at this time; book-keeping, long practised in Italy, was introduced into England in 1543; and the date of Sally made the first statement of the national finances of France in 1598.

"There was no 'depression of trade' in this renaissance period; 'over production' was unheard of; the rich were prosperous; the poor were satisfied, everybody wore a smiling face—for prices were rising." The entire European stock of the precious metals, coins and plate both, at the discovery of America was estimated by the English author, Mr. Jacob, to have been £34,000,000. Up to the year 1546 there had been obtained from America about twenty-five millions, and from Asia, perhaps, ten millions more; together about thirty-five millions of pounds sterling. As a large part of the first spoils was absorbed by the nobles and ecclesiastics we may safely assume that the entire stock of money, both of silver and gold, base money and copper, in 1546 was not more than £50,000,000. In the one hundred years succeeding, America supplied gold and silver to the value of fully two hundred million pounds, while Japan supplied eighty millions—altogether three hundred and seventy million sterling. Deducting fifty millions, that for various reasons did not reach Europe, and assuming that one hundred and seventy millions were converted into plate, and otherwise employed in the arts in Europe, one hundred and fifty millions would remain to be made into coins. This would have increased the previous stock of money in Europe to three times, and is probably about what actually happened. The first part was obtained by the Spaniards and Portuguese. In their countries the earliest rise of prices was manifest and the earliest social progress followed. Not till the northern states of Europe—no matter by what means—managed to get a share of the American spoils, and turn it into money, did there follow a similar rise of prices and a similar renaissance. This renaissance is not to be attributed to the mere opening of commerce with America, since the aborigines there produced nothing to tempt a voyage across the ocean; and no new commerce existed, save that for the precious metals, until after the renaissance of Northern Europe had occurred. The commercial development noticed by a letter in 1599 had little existence in 1599. It was one of the effects of the northern Renaissance, but not its cause. The renaissance of Northern Europe, we repeat, was due to a great wave of rising prices, which began in Spain and extended over France, Holland and England, and gave to those countries what was their halcyon age. The great stimulus was primarily afforded by Silver Money (though gold had its part); and those who gainsay it appear either ignorant or insincere.

[This historical sketch of the balloon period, which we have somewhat condensed, is a preamble to the conclusions and deductions already promised. The final article will appear to-morrow.—Ed.]

HONGKONG VOLUNTEER RESERVE ASSOCIATION.

The following are the principal scores made in the open competition held at the Peak Range on the 26th December for two prizes given for the best scores at the 500 yards range. Seven rounds with handicaps.

A. Jenkins ... 34 scratch = 34 Each winner of a J. H. Pidgeon 4 scratch = 34 prize

W. J. Saunders ... 28 + 5 = 33
A. Moir ... 26 + 5 = 31
H. W. Bird ... 26 + 3 = 29
E. M. Moon ... 20 + 7 = 27
His Excellency Mr. F. H. May ... 22 + 5 = 27
J. T. Douglas ... 20 + 5 = 25
J. Hastings ... 14 + 10 = 24
P. N. H. Jones ... 11 + 10 = 21

For the Cup given by Mr. C. S. Gubbay for competition amongst members having a handicap of 10 or over there were 5 entries, the winner being Mr. E. S. Carruthers. The following are the scores.

E. S. Carruthers ... 25 + 10 = 35
J. Hastings ... 23 + 10 = 33
H. H. J. Gomperts ... 19 + 10 = 29
J. Hutchings ... 16 + 10 = 26
P. N. H. Jones ... 15 + 10 = 25

THE TIEN TSU HUI.

The General Committee of the Tien Tsu Hui met on Dec. 25th in the office of the Wah An Fire Insurance Co.; when, says the *Nanyang Pao*, some very important matters were decided on. Tsotai Chow Wan-pang, Manager of the Imperial Chinese Telegraph Administration, was elected Vice-President of the Tien Tsu Hui, and Tsotai Wong Kok-shao, Chinese Commissioner of the Shanghai-Nanking Railway, was elected Treasurer. The members of the General Committee will be increased to twenty instead of ten as at present, and a paid Chinese secretary is to be at once engaged for doing the clerical work. As soon as the Society's funds will permit the step, a travelling secretary will be engaged to go into the interior to start new branch societies and put on a proper basis those branch societies that are already in existence. It was also decided to rewrite the present anti-flood-binding literature, selecting those books and tracts which appear most suitable and up-to-date, and combining their contents into one book and one tract. These books and tracts will be published in two styles, easy English and the mandarin colloquial.

A telegram from H.E. Viceroy Tuan Fung of the Liangkiang was received on December 27th expressing his hearty approval and appreciation of the aims of the Society, and wishing the movement the best of success. In view of this, it was decided that the Society shall ask to be officially recognized by the High authorities at Nanking, in order to obtain for it greater prestige and greater facilities for carrying on its work.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS OFFICE, and special business matters THE MANAGER.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Telegraphic Address: Press. Codes: A.B.C., 5th Ed. Lister's.

P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

NOTICE.

FROM This Date we TRANSFER our Business to Messrs. DICKSON & CO. ROWE & CO. Canton, 31st December, 1906. 132

NOTICE.

THE Interest and Responsibility of Mr. ROBERT HUNTER BRUCE in our Firm CEASED on 31st December, 1906. We have Admitted Mr. WILLIAM WILSON and Mr. RICHARD NIKOLAUS ONLY Partners in our Firm from This Date. TAIT & Co. Amoy, 1st January, 1907. 133

CANADIAN PACIFIC RAILWAY COMPANY.

NOTICE.

IN Conformity with telegraphic instructions received from the HEAD OFFICE the undersigned ASSUMES CHARGE of the Company's business at China Ports from This Date, in succession to Mr. D. E. BROWN, transferred.

D. W. CRADDOCK, General Traffic Agent for China. Hongkong, 1st January, 1907. 134

INTERNATIONAL BANKING CORPORATION.

NOTICE.

I HEREBY GIVE NOTICE that I have This Day RESIGNED CHARGE of the Hongkong Branch of this Corporation, and Mr. HENRY PINCKNEY having Resigned the Position hitherto held by him as Manager of this Branch the Power of Attorney given to him by the Corporation has been revoked.

CHAS. E. SCOTT, Hongkong, 2nd January, 1907. 135

TO LET.

NOS. 1 and 3, ORMSBY VILLAS, GRANVILLE ROAD, KOWLOON. Apply to—SPANISH PROSECUTION. Hongkong, 3rd January, 1907. 133

TO LET.

2 FOUR-ROOMED HOUSES at Praya East, near East Point. Apply to—JARDINE, MATHESON & CO. Hongkong, 3rd January, 1907. 137

TO LET.

FULLY FURNISHED—from April 15th. ALTEDENA, BARKIN ROAD, the PEAK. Seven Rooms with ample Bath and Dry Rooms. Apply to—J. S. VAN BUREN, Care of Nippon Yusen Kaisha. Hongkong, 3rd January, 1907. 133

Action No. 1 of 1907. IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION. Between MELCHERS & CO., Plaintiffs, and The TUNG TAI FIRM and CHU WAI NAM, Defendants.

NOTICE IS HEREBY GIVEN that a Writ of Foreign Attachment returnable on the 17th day of January, 1907, against all the property movable and immovable of the above named Defendant CHU WAI NAM has been issued in this action pursuant to Section 463 of the Hongkong Code of Civil Procedure. Dated this 3rd day of January, 1907. DEACON, LOOKER & DEACON, Solicitors for the Plaintiffs. 139

C. DE M. C. VIEIRA-RIBEIRO, Auctioneer, with instructions, will sell by PUBLIC AUCTION, TO-MORROW (FRIDAY), the 4th January, 1907, at 3.30 P.M., at his SALES ROOM, at No. 54, Queen's Road Central, JAPANESE CURIOS, comprising—SATSUMA, CLOISONNE, LACQUERED and BRONZE WARE, EMBROIDERIES, CUT VELVET PICTURES, SCREENS, FRAMES, etc. Terms—As Usual. Hongkong, 3rd January, 1907. 140

ALTERATION. DOUGLAS STEAMSHIP COMPANY, LIMITED. FORSWATOW, AMOY AND FOCHOW. THE Company's Steamship "HAIMUN," which applies to all Branch Offices. All Letters Addressed: MANAGER, MITSU BISHI CO., with name of place under BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KAPATSU SHANGHAI, HONGKONG LD. HANKOW. AGENCIES: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRABING & CO. MANILA: Messrs. MACDONALD & CO. SOLE PROPRIETORS of Takashima, Ochi, Shinzawa, Namsanta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Eastern Coal.

The Head and Branch Offices and Agencies of the Company will receive any order for Coals produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2, Fodder Street. 63

"OCEANIAN," Captain Magnus, will be despatched for the above Ports on MONDAY, 7th inst. For Freight or Passage, apply to G. DE CHAMPEAUX, Agent. Hongkong, 3rd January, 1907. 12

NEW ADVERTISEMENT

SITUATION WANTED.

BY a YOUNG PORTUGUESE Book-keeper with thorough knowledge of General Office Routine and able to Conduct English Correspondence. Salary moderate. Y. Z.

Care of "Daily Press" Office. Hongkong, 3rd January, 1907. 141

NOTICES OF FIRMS

NOTICE.

WE have This Day OPENED a Branch Office at Canton and have authorized Mr. J. F. EGA DA SILVA to Sign our Firm For Procurement there. CRUZ, RASTO & Co. Hongkong, 1st January, 1907. 129

NOTICE.

I have This Day admitted my Son, JEAN-PIERRE HORMUSJIE RUTONJEE, as a PARTNER in my firm, which heretofore will be carried on under the name and style of "H. RUTONJEE & SON." H. RUTONJEE. Hongkong, 1st January, 1907. 122

NOTICE.

THE Interest and Responsibility of Mr. CHATEL PAUL CHATEL in our Firm ceased on the 31st December, 1906. VERNON & SMYTH. Hongkong, 1st January, 1907. 123

INTIMATIONS

WANTED.

WANTED for outdoor work RELIABLE MAN (non-Chinese) who can speak the Foochow dialect. State Age, Experience, Nationality and Salary required. Address—A. H. "Care of Daily Press" Office. Hongkong, 31st December, 1906. 1267

APARTMENTS WANTED.

BOARD and LODGING with private or furnished flat, near town. Apply by letter to—B. H. "Care of Daily Press" Office. Hongkong, 31st December, 1906. 1268

THE ALL NATIENS' HIGH SCHOOL AND GRADED COLLEGE.

THIS COLLEGE is now in a position to receive Pupils of all ages, either with or without board and lodging. For a thorough practical education, no better School can be found on the China Coast. Fees very moderate. Inquire at No. 4, Carnarvon Road, Kowloon, or address Mr. E. L. CUNY, the Principal, at the College. Hongkong, 25th December, 1906. 1241

PRIVATE INFORMATION BUREAU. ANY person wishing to obtain Private Information on any subject of legal concern should apply to the SOUTH CHINA INFORMATION BUREAU AND INQUIRY OFFICE, No. 14, Des Vaux Road Central, 2nd floor. The Bureau is managed by one who is thoroughly acquainted with the customs, habits, manners and language of the European, Chinese and nearly every other nationality found in Hongkong and neighbourhood, assisted by a thoroughly competent staff. Charges very moderate. Office hours from 2.30 to 7 P.M. daily. Hongkong, 25th December, 1906. 1242

NOTICE.

TENDERS with Sample submitted, are invited for 50,000 AUSTRALIAN HARDWOOD SLEEPERS, name Grey Gum or Iron Butts size 9" by 6" by 8 feet delivery c.f.l. to be made at Yungshu Railway Station not later than end of July, 1907. Tenders in Hongkong currency will be opened on the 4th February, 1907, at 2 P.M. at the Railway Office, Wanchai, Canton. All Tenders must be accompanied with a Certified Cheque or Cash for \$300 as security of good faith which will be returned if Tender is not accepted. The Company is not bound to accept the lowest or any Tender. By Order, K. G. KWONG, Engineer in Chief. Yuet-Han Railway. Canton, 22nd December, 1906. 1237

COME AND INSPECT Our Special Varieties of ARTISTIC VIEW POSTCARDS. ALL KINDS OF FOREIGN POSTAGE STAMPS, ALBUMS AND OTHER PHILATELIC GOODS. AT PRICES TO SUIT ANY BUYER. GRACA & CO. Hongkong Hotel Corridor. Hongkong, 1st January, 1907. 1238

MITSU BISHI GOSHI-KWAISHA (MITSU BISHI CO.) COAL DEPARTMENT MARUNO-UCHI, TOKIO.

Cable Address, "IWASAKI," which applies to all Branch Offices. All Letters Addressed: MANAGER, MITSU BISHI CO., with name of place under BRANCH OFFICES.

NAGASAKI, MOJI, KOBE, KAPATSU SHANGHAI, HONGKONG LD. HANKOW. AGENCIES: YOKOHAMA: M. ASADA, Esq. CHINKIANG: Messrs. GRABING & CO. MANILA: Messrs. MACDONALD & CO. SOLE PROPRIETORS of Takashima, Ochi, Shinzawa, Namsanta and Kami-Yamada Collieries, and also Hojo Colliery, which will shortly be ready to produce on a large scale the best Eastern Coal.

The Head and Branch Offices and Agencies of the Company will receive any order for Coals produced from the above Collieries. T. MATSUKI, Manager, Hongkong, No. 2, Fodder Street. 63

TO BE LET, a Portion of MARINE LOT No. 335 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER. Also FOR SALE. Portions of MARINE LOTS Nos. 31 & 33 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 399 YEARS' LEASE. For Particulars, apply—GEO. FENWICK & CO., LTD. Hongkong, 3rd January, 1907. 116

DAVID CORSAIR & SON'S MERCHANTS' NAVY NAVY BOILED LONG FLAK RELIANCE CROWN TARPAILING ARNOLD, KARBING & CO. Sole Agents. 2295

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, TO-DAY (THURSDAY), the 3rd January, 1907, at 11 A.M., at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, at Kowloon, SEVEN MOTOR-BLOCKS (More or less damaged). TERMS—As usual. HUGHES & HOUGH, Auctioneers. Hongkong, 28th December, 1906. 111

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Executors of the Mortgage to sell by Public Auction, On MONDAY, the 7th January, 1907, at 3 P.M., at his SALES ROOMS, Duddell Street, the following VALUABLE LEASEHOLD PROPERTY Situate at Victoria in the Colony of Hongkong, namely:—All that piece or parcel of Ground situate at Victoria, aforesaid, registered in the L.V. Office as Indenture No. 729, area 49,019 square feet or thereabouts. Terms 99 years annual Crown rent \$324.00, together with all the messuages thereon known as Nos. 209, 210, 212, 214, 216, 218, 220, 222, 224 and 226, THIRD STREET, Victoria, aforesaid. For Further Particulars and Conditions of Sale, apply to S. W. TSO, Solicitor for the Mortgage, or to GEO. P. LAMBERT, Auctioneer. Hongkong, 24th December, 1906. 110

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, On WEDNESDAY, the 23rd January, 1907, commencing at 3 P.M., on Board the "AMSTERDAM," the following:—H.M. SURVEYING VESSEL "RAMBLER." Single Screw, Composite built, Copper Sheathed. Displacement ... 835 Tons. Indicated Horse Power ... 659 N.D. Extreme Length ... 163 ft. 3 in. Extreme Breadth ... 29 ft. 6 in. Hull ... 18 ft. Engines ... Compound Surface Condensing Horizontal, by Elder. Propeller ... One Griffith's Gun metal. Boiler ... Three Cylindrical Direct Tubular. Load on Safety Valves ... 60 lbs. Distilling Condenser ... Two Normandy's Single No. 16 distilling 2,688 gallons of water per 24 hours. HULK "MIDGE." Late Twin Screw Gun Vessel, 893 tons, Composite built, Copper Sheathed. Length ... 155 ft. 6 in. Breadth ... 25 ft. 6 in. To be Sold as they now lie in Hongkong Harbour, with all Fittings, &c., on board. A list of Fittings, &c., to be Sold with H.M.S. "RAMBLER," may be seen at the Office of the Naval Store Officer, H.M. Naval Yard. The Admiralty will not be responsible for any errors in description of Ship, Fittings, Stores, &c. The Vessels will be OPEN TO INSPECTION for Seven days before date of Sale, between 10 A.M. and Noon and 2 and 4 P.M. (Saturdays and Sundays excepted). (Inspecting Orders can be obtained from the Auctioneers). Terms—Cash before delivery. 25 per cent of the purchase money to be paid on the fall of the Hammer, balance and the clearance to be effected within 7 days after date of sale. HUGHES & HOUGH, Government Auctioneers. Hongkong, 28th December, 1906. 112

PUBLIC AUCTION.

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INTIMATIONS
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LADIES' AND GENTS' BOOTS AND SHOES.

PERFUMERY & TOILET REQUISITES
EASTMAN KODAKS, CAMERAS
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PHOTOGRAPHIC GOODS.
PRICES MODERATE.

A TACK & CO.,
25, DES VOSGES ROAD CENTRAL.
Hongkong, 20th December, 1906.

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APIOL & STEEL
ANTI-ACID PILLS
A French Preparation for all cases of Indigestion, Flatulence, Acidity, and all other ailments of the Stomach and Bowels. It is a certain cure for all these ailments. It is sold in bottles everywhere.

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LOZENGES
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THE WORST COUGH.
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AND ENGINE WORKS,
NAGASAKI.

CODE WORD: "DOCK."
A.I., A.B.C., and Engineering Code Used
NEW DOCK NOW OPEN.

DOCK No. 3.
Extreme Length... 722 feet.
Length on Blocks... 714 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 88 "
Water on Blocks at Spring Tide... 34 "
DOCK No. 1.
Extreme Length... 523 feet.
Length on Blocks... 513 "
Width of Entrance on Top... 88 "
Width of Entrance on Bottom... 77 "
Water on Blocks at Spring Tide... 61 "
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Extreme Length... 571 feet.
Length on Blocks... 561 "
Width of Entrance on Top... 96 "
Width of Entrance on Bottom... 83 "
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Suitable for vessels up to 1,000 TONS.

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REUTER, BROCKELMANN & CO.
Agents.
Hongkong, 21st April, 1897. 114

THE NETHERLANDS LLOYD OF AMSTERDAM & BATAVIA.
(FIRE AND MARINE INSURANCE COMPANY.)

THE Undersigned AGENTS for the above Company are prepared to ACCEPT RISKS at current rates.
LUTGENS, EINSMANN & CO.
Agents.
Hongkong, 1st January, 1907. 124

THE GLOBUS INSURANCE COMPANY OF HAMBURG.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

CARLOWITZ & Co.
Agents.
Hongkong, 13th August, 1906. 129

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st December, 1905 £17,837,119.

1. AUTHORIZED CAPITAL... £3,000,000
SUBSCRIBED CAPITAL... 2,750,000
PAID-UP CAPITAL... 857,500 0 0
2. FREE FUNDS... 3,387,320 19 8

THE Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO.
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HONGKONG BUSINESS DIRECTORY.

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BY Popular English Manufacturers. In all Bores and Sizes. **SMOKELESS POWDER AND CHILLED SHOT.** From No. 10 to .550, at 50, 75 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety. Inspection invited.

WM. SCHMIDT & CO.
Hongkong, 26th October, 1906. 1324

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FRENCH TAUGHT entirely by Conversation and without translation by a Frenchman (a Teacher in Government Schools) and **ENGLISH LESSONS** by an English Lady.

Apply by letter to— B. B., Care of "Daily Press" Office. Hongkong, 13th November, 1906. 12039

VICHY'S
GENUINE NATURAL MINERAL WATER
SPRINGS OF THE FRENCH GOVERNMENT
HOPITAL DISEASES of the Stomach
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CELESTINS. Gout, Gravel, Diabetes
VICHY-ETAT LOZENGES
with the natural salts extracted from the Waters
COMPRIMES VICHY-ETAT
Allowing any one to prepare a natural alkaline water at home.
BEWARE OF FORGERY

SCIENTIFIC MISCELLANY

A NOVEL SOUNDING METHOD—ROCK AS A FERTILIZER—AN OPTICAL MAGNET—WATER THAT STOPS SHIPS—POISONED POISON—CEMENT CHIMNEYS—NEW WAVE MEASUREMENTS—FOOD CHEMISTRY—A WIRELESS LOOKOUT.

The depth indicator for torpede boats designed by Harold Yarrow, the British shipbuilder, depends upon the fact that a vessel's bow rises as shallow water is approached. The apparatus consists of a base, with fixed level and an adjustable one, and two uprights carrying a series of six adjustable spirit levels. The levels are given inclinations corresponding to different speeds and depths as shown by experiment. The first level being set for an inclination of 1 inch in 20 feet; for instance, the passage of the bubble across the level when the boat's speed is 16 knots would indicate a depth of 30 feet, and the other level would respond to shallower water. As the water is usually calm in fog, the indicator would be a valuable when most needed.

The formation of virgin soil from the rock is supposed to have taken thousands of years, and this may be true when the source of the material has been ledges and boulders. To determine how quickly pulverized rock can support plant life is the object of the experiments now in progress at Washington. If water releases the potash of ground felspar the first season a promising new fertilizer is available, but if a longer time is necessary the application of the field-par would not be profitable.

The plane of polarized light was rotated or twisted by Faraday by passing through plate glass in a magnetic field. Cotton and Mouton have now developed a permanent transparent magnet, which consists of a mixture of colloidal hydroxide of iron and gelatin solidified under the influence of a powerful magnet. This optical magnet gives a twist to right or left according to the direction from which the light enters.

A singular balminess was shown by the Fram in August, 1903, a few weeks before entering the ice on its long drift across the Arctic Ocean. It was steaming between two ice-fringed islands off the Siberian coast, and its engines were working at power that should have given a speed of about 5 knots, but it slowed down to a little more than one knot. The water was smooth, the current very slight. Nansen recorded this as an encounter with "dead-water," a mysterious condition already known to Norwegian navigators, and some years later he obtained from Prof. Bjerknes the suggested explanation that when a layer of fresh water rests on the top of salt water, a ship will not only produce the ordinary waves at the boundary between air and water but will also set up invisible waves at the boundary between the fresh and salt water, and the work of generating these invisible waves gives great resistance to the ship. Dr. Ekman, of Christiania, has now confirmed this theory by experiments with small ship-models. He finds that vessels may suddenly enter or leave the dead-water, that it is more often noticed by sailing vessels than by steamers, and that a disturbance like the passage of another vessel or a sudden change of speed may break up the resistance.

Hay fever has been proven to be a form of pollen poisoning, and 114 plants—including wheat, rye and other grains—are now known to have toxic pollen. The toxins, which vary greatly, can be used for producing anti-toxins. Last year, experience has been that a mixture of sugar and anti-toxin from one of the principal pollens generally cures hay fever and confers a certain immunity, 222 cases having been treated with success in 127, improvement in 71, and failure in 24.

Reinforced cement is now the favorite material with British builders of large chimneys. One already completed in London is 250 feet high with a base 20 feet square, and a projected one at Northfleet will be 247 feet high and 66 feet in diameter, with a foundation 18 feet square.

The height and length of waves have been overestimated, if M. Bertin, a French engineer, is correct in his conclusions. The observations are usually made from small vessels, and as their decks are constantly tilted by the waves, the results are greatly exaggerated. With care to avoid this error, the highest wave has measured 43 feet. M. Bertin believes, however, that in southern seas a height 10 feet greater may be reached, and waves may have the rare maximum of about 2,000 feet, or nearly half a mile. There is a relation between length and period, the longest waves having a period of 23 seconds. A period of 10 seconds is not often observed, and 6 to 8 seconds is most common, corresponding to a length of 100 to 320 feet. Heights of over 55 feet are rare. The short waves are relatively higher than the long ones, and a wave 160 feet long is commonly from 8 to 16 feet high.

The use of food preservatives is reported by Dr. A. E. Harris, an English health officer, to be increasing to an alarming extent. The number of substances used is multiplying, and now includes alum, alcohol, ammonium acetate, boric acid and its compounds, carbon dioxide, copper salts, cresols, fluorine compounds, formaldehyde, formaldehyde, hydrogen peroxide, oxygen, pyrolic acid, saccharin, silicic acid, salt, saltpetre, sodium carbonate, sugar, sulphates of sodium and calcium, and sulphuric acid. These go into fruits, vegetables, fish, meats, milk, butter, dunks, sauces, pastry and almost every kind of food.

The wireless safety appliance of a German marine engineer is set to work during fog and heavy weather, and acts automatically when two vessels approach within a certain distance. The vessel closes the steam-pipe to the screw of each vessel. This checks the machinery, gives time for reversing the engines, and prevents collision.

PRESIDENT'S MESSAGE.

APPEAL FOR SHIPPING SUBSIDIES

A Washington correspondent said: Some of the salient points of President Roosevelt's forthcoming message to Congress are unofficially stated here. He advocates a progressive inheritance tax, something on the lines of the British death duties, so as to reduce enormous fortunes, and also the correction of divorce evils by a uniform Federal law.

These are his chief points, apparently, but there are several others, notably an appeal for a ship subsidy for extending the commerce of the United States on the high seas, which has special concern for British shipowners. From what I can learn here, there seems good prospect of a Ship Subsidy Bill being shortly introduced. It has already been passed by the Senate, and although hung up before a committee of the House of Representatives last session, there is a chance now of overcoming all the opposition.

The promoters of the Ship Subsidy Bill have spared neither money nor pains to get their pet project through. They appealed to the protection of American sailors, declaring that the present impoverished state of America's coast-going in rine is a menace to the prosperity of the country and a disgrace to her citizens. The disparity in numbers between the British and American marines has been harped upon constantly. Ship subsidy advocates have canvassed every constituency and at Washington, in the lobby, they have been hounding the legislators. They have declared that a subsidy will not cost Americans anything, because the foreign tonnage in American ports must pay the pier by increased tonnage imposts. That means, of course, that British shipowners are to be molested.

Sometimes the subsidy men here have been rather unfair. They have stated, for instance, that the British marine was built up and "owed its present supremacy to subsidies." Nothing, of course, could be further from the mark, but many Americans accepted the statement without question. During the last session of Congress it was only a case of a few more extra votes to secure the passage of the bill, and now, it is declared, those votes will be forthcoming. Speaker Cannon, however, and many other level-headed business men have protested against the measure, declaring that a subsidy under present circumstances is futile. It is also opposed by the leading commercial papers, notably by the New York Journal of Commerce which has exposed the subsidy fallacies more than once. One argument employed by the advocates is that without a powerful native merchant marine American trade with the Far East cannot expand to compete with that of Great Britain, Japan, and Germany, and also that a big American navy as desired by Mr. Roosevelt, can never be realized.

In New York the subsidy men, acting chiefly for the American shipbuilders, are particularly active. They say that it is galling to see the constant procession in and out of harbour of big vessels flying the flag of another nation, and they are chiefly represented by the existing trade.

The true reason for the decline of the American marine, of course, has been the impossibility of competing with Europe, either in building, manning, or working ships economically.

OPIUM IN PARLIAMENT.

Sir H. Cotton (Nottingham, E.) asked the Secretary of State for India whether the number of chests of Bengal opium sold for export during the year 1895-6 was 37,634; whether the average number exported in the years ended 1904-5 was 43,417; whether the number for 1901-2 was 49,240; and whether the Budget estimate for the current year 1906-7 provides for the export of 52,000 chests; and whether, having regard to the resolution of the House on the subject and to the present attitude of China in respect to the traffic and use of opium, he would take measures which would lead to the immediate reduction of this excessive increase in the export of Bengal opium, principally to China.

Mr. J. Morley (Montrose District).—Owing to recent good seasons the supply of Bengal opium has been exceptionally large, and with a view to reducing the reserves the sales have temporarily exceeded the standard of 43,000 chests, fixed in 1901. I have given instructions that the area licensed for poppy cultivation should be diminished, and that the sales should be reduced to at least the standard of 1901. In 1895-6 and in preceding and succeeding years the sale standard was 54,000 chests, though the number of chests sold in any year depended on the yield of the crop. As regards the import of foreign opium into China, his Majesty's Government have stated that they will consider sympathetically any proposals which the Chinese Government may wish to make.

Mr. Lupton (Lincolnshire, Stamford) asked whether, having regard to the resolution of the House on the subject, means would be taken to bring the cultivation of the poppy in India to an end in a certain number of years.

Mr. J. Morley.—I stated in debate what the views of the Government are. We cannot, it seems to me, at once issue orders to cancel the regulations for a complicated industry. (Hear, hear.)

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SHIPPING.

ARRIVALS.

AMERICA MARU, Japanese str., 3,460, Philip
Goins, 1st January—San Francisco via
Port 30th Nov. General—Toyo Kisen
Kaisha.

BISH THUAN, French str., 2,000, Singlet, 1st
January—Saigon 23rd Dec. General—
Bradley & Co.

HOMMY MARU, Japanese str., 3,398, S. Ishi-
kawa, 1st January—Shanghai 29th Dec. General—
Nippon Yusen Kaisha.

CHITURS, Chinese str., 1,177, C. Stewart, 1st
January—Shanghai 29th Dec. General—
Chinese.

CLARA JENSEN, German str., 1,103, J. Jensen, 1st
January—Hollow 31st Dec. General—Rice.

FUKUDA MARU, Japanese str., 3,139, K. Mori,
31st Dec. 2nd Jan. 25th Dec. Coal—Mitsui
Bussan Kaisha.

HATUM, British str., 636, A. J. Robson, 1st
January—Poochow 28th Dec. Amoy
29th and Swatow 31st, General—Douglas
Lapraik & Co.

HONGKONG, British str., 900, Massey, 2nd
January—British 1st January, General—
Butterfield & Swire.

HILARY, German str., 1,276, H. Uecker, 2nd
January—Saigon 25th Dec. General—Rice—
Raunder, Wisler & Co.

KIANGPINA, Chinese str., 1,222, Hornebo, 2nd
January—Chinkiang 25th Dec. General—
Chinese.

KRIVSAR, German steamer, 2nd January—
from Canton.

KWONGKANG, British str., 1,438, W. P. Baker,
2nd Jan.—Shanghai 23rd Dec. and Swatow
1st Jan. General—Jardine, Matheson & Co.

NAMPE, British str., 1,470, H. W. Kenrick, 2nd
January—Yokohama 17th Dec. General—
P. & O. S. N. Co.

NANSHAN, British str., 1,290, Allan Jones, 1st
January—Saigon 24th Dec. Rice and
General—Bradley & Co.

NINGCHOW, British str., 571, Allen, 1st
Jan.—America (coming 28th Nov. General—
Butterfield & Swire.

TAOCHING, British str., 1st January, from
Canton.

PLEIADES, American str., 3,000, J. Harrington,
1st January—London and Hilo 28th Dec.
—Dudwell & Co.

SPUR, Norwegian str., 870, Steen, 1st January
—Bangkok 19th Dec. Rice—Angard,
Thoresen & Co.

SUI SAGO, British str., 1,314, W. Gibb,
31st Dec.—Yokohama (Japan) 26th Dec.
Coal—Jardine, Matheson & Co.

WUHU, British str., 1,227, Richards, 2nd Jan.
—Shanghai 29th Dec. General—
Butterfield & Swire.

CLEARANCES.

AT THE HARBOR MASTER'S OFFICE
Jan. 2nd.

Hongkong, British str., for Canton.
Hue, French str., for Kwangchow.
Kwangping, Chinese str., for Canton.
Kwiler, German str., for Yokohama.
Kwangping, British str., for Canton.
Kwiler, German str., for Yokohama.
Kwangping, British str., for Swatow.
Kwiler, German str., for Canton.
Wuhu, British str., for Canton.

DEPARTURES.

CHITURS, British str., for Yokohama.
FUKUDA MARU, Japanese str., for Swatow.
HONGKONG, French str., for Hilo.
KEMUS, British str., for Singapore.
KEMUS, German str., for Bangkok.
Yokohama, British str., for Canton.
Jan. 2nd.

CANTON, Norwegian str., for Singapore.
CHITURS, Chinese str., for Canton.
JACOB DIERCKSEN, Ger. str., for Hilo.
PETERHAGEN, German str., for Swatow.
POLUX, Norwegian str., for Canton.
P. E. FRIEDRICH, German str., for Europe.
QUINTA, German str., for Hilo.
TAMING, British str., for Manila.
WONGKONG, German str., for Bangkok.

SHIPPING REPORTS.

The British str. *Hongkong* reports: Moderate
breeze and sea, fine clear weather.

The Chinese str. *Chiturs* reports: Moderate
northerly winds and fine weather throughout.

The British str. *Hongkong* reports: Moderate
to strong N. and N.W. winds, moderate sea,
fine clear weather.

The British str. *Kwangping* reports: Light
winds and fine clear weather to Swatow. From
Swatow strong northerly winds, moderate sea
and clear weather.

The British str. *Sui Sago* reports: Strong N.
to N.W. wind and high sea from Japan to
"Barrel Island" thence to port light wind
and smooth sea.

VESSELS IN DOCK.

ABERRIES DOCKS—
Kowloon, Doi str.—*Sorogon*, *Montague*,
Yokohama, *France*, *U.S.S. Polk*, *Admiral*,
Z. Y. de Alhoro, *R. Kichor*, *Sandakan*, *H.M.S.*
Bandy, *Michael*, *John*, *Perle*, *Chips*, *Prize*,
Walden, *America*, *Moro*,
CORCORAN DOCKS—*S. P. Hilscock*,
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Hongkong, 31st December, 1906. [5]

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Hongkong, 28th December, 1906. [10]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked
"k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION | VESSEL'S NAME | FLAG & REG. | BERTH | CAPTAIN | FOR FREIGHT APPLY TO | TO BE DESPATCHED |
|---|------------------|-------------|-------|-----------------------|---------------------------|--------------------------|
| LONDON & ANTWERP VIA SINGAPORE, &c. | NAMUR | Brit. str. | — | H. W. Kenrick, R.N.R. | P. & O. S. N. Co. | To-day, at 10 A.M. |
| LONDON &c. VIA USUAL PORTS OF CALL | SIMLA | Brit. str. | — | C. D. Goldsmith | P. & O. S. N. Co. | On 12th inst., at Noon. |
| MARSEILLES, &c. VIA PORTS OF CALL | YAREA | Front. str. | — | Sollier | MELCHERS & CO. | On 8th inst., at 1 P.M. |
| MARSEILLES & HAMBURG VIA PORTS | AMERICA | Ger. str. | k.w. | Schlinghammer | HAMBURG-AMERIKA LINIE | On 15th inst. |
| HAMBURG, VIA PORTS OF CALL | SEYDLITZ | Ger. str. | — | C. Döwars | HAMBURG-AMERIKA LINIE | On 16th inst., at Noon. |
| HAVRE, ANTWERP & HAMBURG VIA STRAITS, &c. | ANDALUSIA | Ger. str. | k.w. | Schmidt | HAMBURG-AMERIKA LINIE | To-morrow. |
| HAVRE & HAMBURG VIA STRAITS, &c. | SPERZA | Ger. str. | k.w. | Malchow | MELCHERS & CO. | On 26th inst. |
| COPENHAGEN & RUSSIAN, SCANDINAVIAN PORTS | CAMBODIA | Ger. str. | — | Jäger | HAMBURG-AMERIKA LINIE | About Middle of Jan. |
| NAPLES, PLYMOUTH, HAVRE, BREMEN & HAMBURG | FORENSTAUFEN | Ger. str. | k.w. | Bahl | HAMBURG-AMERIKA LINIE | On 11th inst. |
| NAPLES, HAVRE & HAMBURG | SILEZIA | Ger. str. | k.w. | Frauch | HAMBURG-AMERIKA LINIE | On 8th Feb. |
| NEW YORK | VANDALIA | Ger. str. | k.w. | — | HAMBURG-AMERIKA LINIE | About 19th inst. |
| NEW YORK | SATSUMA | Brit. str. | — | — | DODWELL & CO., LTD. | On 9th inst., at Noon. |
| TARTAR | TARTAR | Brit. str. | 1 m. | — | CANADIAN PACIFIC R. CO. | On 17th inst., at 4 P.M. |
| EMPEROR OF CHINA | EMPEROR OF CHINA | Brit. str. | 2 m. | — | DODWELL & CO., LTD. | To-day. |
| AM. str. | — | — | — | W. C. T. S. FLEMING | TOTO KISEN KAISHA | On April. |
| Ger. str. | — | — | — | G. Wendig | MELCHERS & CO. | To-morrow, at Noon. |
| Brit. str. | — | — | — | T. Moore | BUTTERFIELD & SWIRE | On 5th inst. |
| — | — | — | — | L. Dawson | MELCHERS & CO. | About 3rd inst. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | On 19th inst., at 4 P.M. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | About 25th inst. |
| — | — | — | — | — | JAVA-CHINA-JAPAN L.I.E. | Quick despatch. |
| — | — | — | — | — | HAMBURG-AMERIKA LINIE | To-morrow. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| — | — | — | — | — | JARDINE, MATHESON & CO. | On 6th inst., Daylight. |
| — | — | — | — | — | P. & O. S. N. Co. | About 6th inst. |
| — | — | — | — | — | HAMBURG-AMERIKA LINIE | On 7th inst. |
| — | — | — | — | — | MELCHERS & CO. | On 10th inst. |
| — | — | — | — | — | P. & O. S. N. Co. | About 11th inst. |
| — | — | — | — | — | MELCHERS & CO. | On 16th inst. |
| — | — | — | — | — | OSAKA SHOSHEN KAISHA | On 6th inst., Daylight. |
| — | — | — | — | — | OSAKA SHOSHEN KAISHA | To-morrow, at Daylight. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | To-morrow, at 4 P.M. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| — | — | — | — | — | DOUGLAS LARSEN & CO. | To-day, at 3 P.M. |
| — | — | — | — | — | JARDINE, MATHESON & CO. | To-morrow, at 4 P.M. |
| — | — | — | — | — | SHEWAN, TOMES & CO. | On 5th inst., at Noon. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | On 12th inst., at Noon. |
| — | — | — | — | — | BUTTERFIELD & SWIRE | On 12th inst., at 4 P.M. |
| — | — | — | — | — | MELCHERS & CO. | To-day, at Noon. |
| — | — | — | — | — | DAVID SASSOON & CO., LTD. | To-day, at 3 P.M. |
| — | — | — | — | — | JARDINE, MATHESON & CO. | To-day, at 3 P.M. |
| — | — | — | — | — | CARLWITZ & CO. | On 11th inst., at Noon. |

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SUBJECT TO ALTERATION.

| DESTINATION | STEAMERS | DATE OF SAILING |
|-------------------------|------------|-------------------------|
| VLADIVOSTOCK DIRECT | "KINA" | About 3rd Jan. |
| YOKOHAMA and KOBE | "SIBIRIEN" | About 26th Jan. |
| COPENHAGEN and RUSSIAN | "CAMBODIA" | About Middle of Jan. |
| SCANDINAVIAN and GERMAN | "KINA" | About Beginning of Feb. |
| BALTIC PORTS | — | — |

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| FOR | STEAMERS | TO SAIL |
|-------------------------------|-------------|-----------------------------|
| *SINGAPORE, PENANG & CALCUTTA | "KUMSANG" | Thursday, 3rd Jan., 3 P.M. |
| *MANILA | "YUENSING" | Friday, 4th Jan., 4 P.M. |
| *SHANGHAI | "KWONGSANG" | Sunday, 6th Jan., daylight. |

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|-----------|------|-----------|--------|---------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | On 5th Jan., Noon. |
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NEXT SAILINGS OUTWARD.

| FOR | STEAMERS | DATE OF SAILING |
|--|------------------|-----------------|
| SHANGHAI, KOBE, YOKOHAMA (SINGAPORE, CHEFOO AND TIENTSIN VIA SHANGHAI) | Capt. Bahl | 7th January |
| SILEZIA | Capt. v. Doehren | 1st February |
| SCANDIA | Capt. Filler | 8th March |
| HABSBURG | — | — |

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES.

| FOR | STEAMERS | DATE OF SAILING |
|--------------|------------------|-----------------|
| HOHENSTAUFEN | Capt. Jaeger | 11th January |
| SILEZIA | Capt. Bahl | 8th February |
| SCANDIA | Capt. v. Doehren | 22nd March |
| HABSBURG | Capt. Filler | 6th April |

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

| FOR | STEAMERS | DATE OF SAILING |
|---------------------------|----------|-----------------|
| SHANGHAI, KOBE & YOKOHAMA | — | 7th January |
| SHANGHAI, KOBE & YOKOHAMA | — | 10th January |
| SHANGHAI, KOBE & YOKOHAMA | — | 18th January |
| SHANGHAI, KOBE & YOKOHAMA | — | 26th January |

NEXT SAILINGS HOMEWARD.

| FOR | STEAMERS | DATE OF SAILING |
|---|----------|-----------------|
| SHANGHAI, COLOMBO AND ADEN | — | — |
| Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, OXFORD, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS, Also via Aden or Port Said by the "AMERICAN PRUSSIAN SERVICE" to Arabian and Persian Gulf Ports. | — | — |

ANDALUSIA

| FOR | STEAMERS | DATE OF SAILING |
|--------------|----------|-----------------|
| HOHENSTAUFEN | — | 4th January |
| AMERICA | — | 15th January |
| SPERZA | — | 25th January |
| SILEZIA | — | 8th February |
| VANDALIA | — | 5th January |

DAPHNE

FOR TIENTSIN, NAGASAKI & VLADIVOSTOCK 4th January [12]

NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers | Tons | Captain | Sailing Date |
|----------|-------|------------------|------------------|
| PLEIADES | 3,753 | F. G. Furrington | On 3rd January. |
| LYRA | 4,417 | G. V. Williams | On 9th January. |
| SHAWMUT | 8,906 | E. V. Roberts | On 23rd January. |
| HYADES | 3,753 | J. Alsen | On 30th January. |

+ Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSE.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior

accommodation for First and Second Class Passengers. The large size of these vessels ensure

steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried

in cold storage.

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For further information apply to—

DODWELL & CO., LIMITED,
GENERAL AGENTS.

QUEEN'S BUILDINGS,
Hongkong, 29th October, 1906.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship.

"LIGHTNING."

Captain J. G. Spence, will be despatched for the

above Ports TO-DAY, the 3rd Jan., at 3 P.M.

For Freight, apply to

DAVID SASSOON & CO., LTD.,
Agents.

Hongkong, 29th December, 1906. [1350]

COMPAGNIE DES MESSAGERIES

MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN,
DJIBOUTI, EGYPT,
MARSEILLES, LONDON,
HAVRE, BORDEAUX,
MEDITERRANEAN
AND BLACK SEA PORTS.

THE Steamship.

"YAREA."

Captain Sollier, will be despatched for

MARSEILLES, on TUESDAY, the 5th

January, at 1 P.M.

This Steamer connects at Colombo with the

Australian line s.s. *Ville de la Cite*, bound

for Marseilles via BOMBAY and Aden.

Passage tickets and through Bills of Lading

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Cargo also booked for principal places in

